



Rushern L. Baker, III
County Executive

PRINCE GEORGE'S COUNTY GOVERNMENT

OFFICE OF THE COUNTY EXECUTIVE

February 1, 2013

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SECRETARY'S OFFICE
DEPT. OF TRANSPORTATION

Mr. Darrell B. Mobley
Acting Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

Dear Acting Secretary Mobley:

Enclosed is Prince George's County's proposed 2013 Priority Projects List for the FY 2013-2018 State Consolidated Transportation Program (CTP), which is intended to serve as a guide in accordance with the definitions and requirements of the Transportation Article, Sections 8-610 through 8-613.1 of the Annotated Code of Maryland. The List, which reflects an update to the 2011 List, establishes the County's priorities with regard to State highway construction projects, project planning starts, safety improvements, system preservation and gateway projects, which are vital to improving aesthetic "first impression" conditions and safety concerns on State-maintained roadways within the County. In addition, the List includes transit and Transit Oriented Development (TOD), as well as regional bicycle trails of importance to the County and the State.

This Priority Projects List represents, at a minimum, projects that will provide Prince George's County with the greatest benefits in terms of community revitalization, economic development, Metrorail access, congestion relief and safety improvements. Consequently, when projects are cut or deferred, as they have been over the years without the benefit of projects advancing in priority order, a backlog results and the cumulative impact can be devastating to the local jurisdiction.

While we understand that the State is experiencing on-going budgetary constraints, some projects must be advanced to begin to address the tremendous County backlog that has built up over the past years, as well as to provide vital relief to the County's roadway and transit infrastructure. Over the last two years, the State and the County have developed some significant public-private partnerships. These partnerships will help to relieve the vital "project logjam" and get the County and the State moving forward. We are most appreciative of the State's role in reaching a three-party agreement with the State, County and developer on the Contee Road Interchange Project, which is now in construction and was our number one project in our previous Priority Projects Letter. This has allowed us to move other projects forward.

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For the FY 2013-2018 CTP, Prince George's County would like to highlight the following key projects:

- **MD 210, Indian Head Highway (Kerby Hill Road @ Livingston Road Interchange):** As our number one priority, Prince George's County requests that this construction project be advanced through design as quickly as possible to ensure that it will be ready to go to construction at the earliest available date. Due to planned economic development within the MD 210 Corridor that will benefit the State, Region and County, and as a significant commuting corridor for Southern Maryland into and through the County for job access, addressing the required improvements in an expeditious fashion is imperative. The Kerby Hill Road Interchange Project is the first of seven interchange improvements needed in the MD 210 Corridor.
- **Branch Avenue (Metro Access to MD 5):** The second priority for the County, which was previously funded, is the Branch Avenue Metro Access Project. Providing better access to the Branch Avenue Metro Station, relieving traffic congestion on MD 5, and making the network surrounding the Station a viable TOD is a goal shared by the State and the County. As this project is at the 90% design stage, we strongly urge the State to finalize the remaining design elements to effectively move the Project forward into construction in Fiscal Year 2014.
- **I-95/Greenbelt Metro Access:** Prince George's County's number 3 project, completing a partial interchange into a full interchange to provide direct ramp access among the site, the Capital Beltway (I-95/I-495) and the Greenbelt Metrorail Station, is critical to positively attract high-profile Government Service agencies and other tenants to this location, all of which would serve as an ideal catalyst for TOD growth. State support is crucial to advance this Project in Fiscal Year 2014.
- **MD 4 at Suitland Parkway:** In addition to Branch Avenue Metro Access, the County's number 4 project previously was funded for construction, and it too, is near the 90% design stage. As right-of-way issues no longer are a matter of concern, the County would like to strongly encourage the State to complete the design process as quickly as possible to ensure that the Project can move forward into construction when funding becomes available. The Suitland Parkway Interchange is one piece of a much needed MD 4 Corridor Improvement Project.
- **US 1, Baltimore Avenue (College Avenue to I-95):** Expediting the first phase of the County's number 5 project from College Avenue to University Boulevard to provide much needed streetscaping, multi-modal road and sidewalk improvements for this highly congested section of US 1 in College Park to create a better environment for the multitude of users in this diverse community is critical. Prince George's County requests that the project be advanced through design as quickly as possible to ensure that it will be ready to go to construction at the earliest available date.

- **Purple Line:** Prince George's County's number one transit priority, which will connect the "spokes" of the Metrorail system to provide continuity and availability for all users, is vital to State, Regional and County economic development. It also is critical to address balance within the Region, take thousands of cars off the road, and add approximately 60,000 riders daily to a much needed transit alternative. Further, the Purple Line from Bethesda to New Carrollton, will serve as the first leg to provide a circumferential rail line connecting via National Harbor and across the Woodrow Wilson Bridge to Virginia. This vital linkage will begin the process towards bringing about a "region undivided."

In addition to the List, there are two initiatives that are critical to Prince George's County. The first project addresses public transit in an area where, currently, there is little to none. The second project is important to enhance safety on State-maintained roadways within the County.

- **Oxon Hill Circulator and South County Hybrid Routes:** Although not specifically included in the attached List, \$3 million in annual funding is required for operational expenses (buses have been procured) to provide critical transit services in an underserved area of the southern portion of Prince George's County.
- **Pedestrian Safety Enhancements on State-maintained Roadways:** Although not specifically included in the attached List, Prince George's County believes it is imperative that the State address the lack of safety features included on and along State-maintained roadways inclusive of, but not limited to the installation of continuous street lighting, crosswalks, sidewalks, etc., on State-maintained roadways within the County to address and decrease the high number of fatalities and pedestrian accidents occurring on State-maintained roadways, and more specifically, on State-maintained roadways included in the County's Transforming Neighborhoods Initiative. Areas included within the Initiative include Langley Park, East Riverdale/Bladensburg, Kentland/Palmer Park, Coral Hills/Suitland; Hillcrest Heights/Marlow Heights and Glassmanor/Oxon Hill.

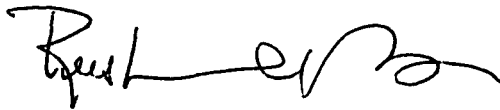
Prince George's County truly appreciates the cooperative relationship we have with you and your staff in progressively moving important projects forward through initiatives such as a Memoranda of Understanding or a three-party agreement. And, we certainly recognize the value of the work the State and County have accomplished together in addressing bicycle and pedestrian safety, as well as bringing about quality TODs.

Prince George's County stands at the infrastructure crossroads within one of the most rapidly growing economic development areas of the State, and the vitality of our infrastructure system is critical to the overall economic well being of not only our County, but of the State.

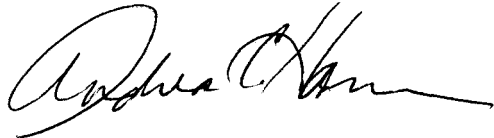
Acting Secretary Darrell Mobley
Page 4

Our priorities are based on a comprehensive approach to meet the goals of the State, Region and our County. We look forward to working with you to advance our identified priority projects, which ultimately will enhance the quality of life for those who live and work in Prince George's County, the State of Maryland and throughout the Region.

Sincerely,



Rushern L. Baker, III
County Executive



Andrea Harrison
Chair, County Council

Enclosure

cc: The Honorable Douglas J. J. Peters, Chair, Prince George's County Senate Delegation
The Honorable Jolene Ivey, Chair, Prince George's County House Delegation
The Honorable Tawanna Gaines, Chair, Maryland House Transportation and
Environment Subcommittee, House Appropriations Committee
The Honorable Obie Patterson, Vice Chairman, Prince George's County Council
The Honorable Eric Olson, Member, Prince George's County Council
The Honorable Mary Lehman, Member, Prince George's County Council
The Honorable Will Campos, Member, Prince George's County Council
The Honorable Ingrid M. Turner, Member, Prince George's County Council
The Honorable Derrick Leon Davis, Member, Prince George's County Council
The Honorable Karen R. Toles, Member, Prince George's County Council
The Honorable Mel Franklin, Member, Prince George's County Council
Bradford L. Seamon, Chief Administrative Officer, Office of the County Executive
Carla Reid, Deputy Chief Administrative Officer, Office of the County Executive
Haitham A. Hijazi, Director, Prince George's Department of Public Works
and Transportation
Elizabeth Hewlett, Chair, Prince George's County Planning Board, M-NCPPC
Fern V. Piret, Director, Department of Planning, M-NCPPC
Ronnie Gathers, Director, Department of Parks and Recreation, M-NCPPC
Melinda Peters, Administrator, Maryland State Highway Administration
Ralign T. Wells, Administrator, Maryland Transit Administration

**Criteria for
Priority State Projects within
Prince George's County**

The State Consolidated Transportation Program (CTP) Priority Projects List is developed by staff of the Department of Public Works and Transportation in coordination with the Maryland-National Capital Park and Planning Commission. After which, the CTP List is forwarded to the County Executive and Council for review, approval and transmittal to the Maryland State Department of Transportation through a joint signature letter.

Criteria used to prioritize the List are as follows:

Safety Improvements - Each project is evaluated to determine the safety enhancements to be achieved for the users in response to the needs.

Capacity Improvements - Each project is evaluated to determine the capacity improvements to be provided for the transportation facility users in response to the needs.

Revitalization - Each project is reviewed to determine the project's contribution to the County's revitalization initiatives and improvements to each community's well-being and environmental sustainability through the implementation of current, sound and sensitive practices.

Economic Development - Each project is evaluated to determine the project's contribution to the County's economic development policies and goals.

Mass Transit - Each project is evaluated to determine the project's contribution to the County's Master plans for implementation of transit services with emphasis on intra-community transit needs.

Project Schedule - Each project schedule is evaluated to assure the progression of projects from the planning stage into the construction phase for each subsequent year. The availability of projects for the construction phase assures that county projects are available to compete for construction funding each year.

Other Funding Sources - Each project is evaluated to determine the availability of "other" funding sources to supplement State and federal funding provided in the CTP.

PRINCE GEORGE'S COUNTY
2013 PRIORITY PROJECTS LIST
MARYLAND DEPARTMENT OF TRANSPORTATION PROJECTS

I. STATE TRANSIT PROGRAMS AND PROJECTS IN PRINCE GEORGE'S COUNTY

A. Transit Expansion and Funding

- | | |
|---|--|
| 1. Purple Line
(New Carrollton to Bethesda,
Construction to begin in New
Carrollton) | Expand capacity with a light rail line inside the Beltway from New Carrollton to Bethesda and provide needed East-West transit connections from New Carrollton to Riverdale Park, College Park, University of Maryland, Langley Park and Montgomery County. |
| 2. WMATA Funding | Maintain needed capacity and effective transit services throughout the County. |
| 3. TheBus | Expand community-based bus services to address unmet transit demands (i.e. South County), as identified in the County's Transit Services and Operations Plan (TSOP). |
| 4. Southern Maryland Transit | Expansion of fixed guideway transit services from Branch Avenue Metrorail Station south along the MD 5/US 301 Corridor to Charles County to relieve congestion in Prince George's County. |
| 5. Southern Green Line to Alexandria | Expand Metrorail from the Southern Green Line of Metrorail (Branch Avenue or Suitland) to Alexandria via the Woodrow Wilson Bridge (WWB) and National Harbor to provide transit connection between Maryland and Virginia; relieve congestion on the WWB; and promote economic development. |

6. Purple Line Extension to
Largo and Branch Avenue Metrorail
Stations and National Harbor

Study expansion of an additional phase to continue from New Carrollton to Largo to Branch Avenue Metrorail stations and National Harbor to support and promote economic development and relieve congestion.

7. Anacostia/MD 210 Corridor Transit

Study a fixed guideway transit service from the District along the MD 210 Corridor via National Harbor to relieve congestion in Prince George's County. Could include connecting from various points in the District or Southern Avenue Metrorail Station and should be a part of an overall Countywide study of Bus Rapid Transit corridors.

8. Green/MARC Camden Lines

Expand the Green/MARC Camden lines from Greenbelt to Baltimore-Washington International Thurgood Marshall (BWITM) Airport to provide Metrorail access to BWITM and new BRAC related employment population at Ft. Meade, and promote economic development.

B. Transit Oriented Development

1. New Carrollton Transit Station

Support State funding for Transit Oriented Development (TOD) in Prince George's County as it is vital for economic development and smart growth.

2. Branch Avenue Metrorail Station

Support State funding for Transit Oriented Development (TOD) in Prince George's County as it is vital for economic development and smart growth.

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|----------------------------------|--|
| 3. Largo Metrorail Station | Support State funding for Transit Oriented Development (TOD) in Prince George's County as it is vital for economic development and smart growth. |
| 4. Naylor Road Metrorail Station | Support State funding for Transit Oriented Development (TOD) in Prince George's County as it is vital for economic development and smart growth. |

II. State Highway Administration (SHA) Priority Projects

The SHA Priority Projects List is intended to provide guidance to SHA on the order in which Prince George's County's elected officials desire project planning to start and see actual construction take place. The recommended projects have been prioritized from a strategic planning effort to provide: the greatest benefit to areas inside or adjacent to the Beltway; much needed safety improvements; and economic development growth within the County. Historically, projects currently funded for construction in the Consolidated Transportation Program (CTP) are expected to proceed to construction based on the published funding schedule, which ordinarily would be excluded from this priority list. Slight adjustments have been made due in part to private-public partnerships enabling the advance of one critical projects, however, due to severe SHA budget cuts a few years ago, this list remains lengthy due to lack of significant movement of projects into construction and the need to re-instate projects deferred by the State.

- | A. Construction Priorities | Need |
|---|---|
| 1. MD 210, Indian Head Highway Interchange and Intersection Improvements
(To be constructed in phases)
Phase I - Kerby Hill Road @ Livingston Road | Improve seven failing intersections to relieve existing and projected congestion, as well as support economic development. |
| 2. Branch Avenue Metro
(I-95/495 Access to MD 5)
Access Improvements, Phase II
Note: This project was funded for construction, but State deferred it outside of the 6-Year CTP. | Provide safe and efficient access to serve the Branch Avenue Metrorail Station and Joint Base Andrews mission related growth. |

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|-----|--|---|
| 3. | I-95/Greenbelt Metro Access | Provide safe and efficient access from I-95/I-495 to the Greenbelt Metrorail Station and support mixed-use economic development around the Station. |
| 4. | MD 4 Corridor, Pennsylvania Avenue
Widening and Interchange
Improvements
- Suitland Pkwy Interchange
- Westphalia Road Interchange
- Dower House Road Relocation
and Interchange
- MD 223 Interchange
Note: Suitland Parkway Interchange
was funded for construction, but
State deferred it outside of the
6-Year CTP. | Relieve congestion; improve safety; and provide access to employment centers in MD 4 Corridor and for Joint Base Andrews mission related growth. |
| 5. | US 1, Baltimore Avenue
(College Avenue to I-95)
Roadway Reconstruction
(To be completed in phases)
Phase I- College Avenue to
MD 193 | Improve safety; provide streetscaping for community revitalization; improve Metrorail stations access; and upgrade Cherry Hill Road Intersection. |
| 6. | MD 450, Annapolis Road
(Stonybrook Drive to MD 3)
Roadway Widening | Relieve congestion; improve safety; and support economic development. |
| 7. | MD 5, Branch Avenue
Interchanges and Widening
• Surratts Road
• Burch Hill Road (A-65)
• Brandywine Road | Relieve congestion; improve safety; and support economic development. |
| 8. | MD 197, Collington Road
(US 50 to MD 450)
Roadway Widening | Relieve congestion; improve safety; and support economic development. |
| 9. | US 50
(MD 410 to South Dakota Avenue)
Interchange and Corridor
Improvements | Relieve flooding, congestion, and improve safety on these key inter-state links. |
| 10. | MD 223, Woodyard Road
(Steed Road to MD 4)
Roadway Widening | Relieve congestion; improve safety; and provide capacity for economic development. |

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|-----|--|---|
| 11. | US 301/MD 197 Interchange
(To be constructed in phases) | Improve safety and relieve congestion in this rapidly developing commercial area. |
| 12. | Ritchie Marlboro Road @ I-95/495 | Relieve congestion; improve safety; address capacity issues; and support economic development. |
| 13. | MD 201, Kenilworth Avenue
Extended (I-95/495 to US 1) | Relieve congestion; improve safety; and provide access for economic development and the Greenbelt Metrorail Station from US 1 Corridor. |
| 14. | MD 193
(To be constructed in phases)
Phase I- MD 214 to MD 450 | Relieve congestion and improve vehicular and pedestrian safety. |
| 15. | MD 212, Powder Mill Road
(Pleasant Acres Drive to I-95)
Roadway and Intersection
Reconstruction | Improve safety and support economic development. |
| 16. | US 301/MD 5 (TB-Charles Co. Line) | Upgrade existing corridor to relieve congestion and provide an alternative to by-pass/tollway. |
| 17. | MD 725, Water Street
Geometric Roadway Reconstruction
Upgrades | Improve safety in Upper Marlboro area by raising MD 725 out of floodplain. |

B. Project Planning Start Priorities

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|----|---|--|
| 1. | US 50/MD 201
(MD 410 to South Dakota Avenue)
Interchange and Corridor
Improvements | Relieve flooding, congestion, and improve safety on these key inter-state links. |
| 2. | MD 223, Woodyard Road | Improve safety and provide additional capacity for economic development. |
| 3. | MD 202 Landover/Largo Road
(MD 214, Central Avenue to
MD 193, Watkins Park Drive) | Widen to a consistent 6 lane arterial to improve safety and relieve congestion. |

- | | | |
|-----|---|---|
| 4. | MD 410, East-West Highway/
Riverdale Road
(To proceed in phases)
Phase I - Veterans Pkwy. to US 1
Phase II - Toledo Terrace to MD 650 | Relieve congestion and
improve vehicular and
pedestrian safety. |
| 5. | Ritchie Marlboro Road @ I-95/495 | Relieve congestion; address
capacity issues; and
support economic
development. |
| 6. | MD 193
(To proceed in phases)
Phase I - MD 214 to MD 450 | Relieve congestion and
improve vehicular and
pedestrian safety. |
| 7. | MD 212, Powder Mill Road
(Pleasant Acres Drive to I-95)
Roadway and Intersection
Reconstruction | Improve safety and support
economic development. |
| 8. | MD 197, Laurel Bowie Road
(Old Laurel Bowie Road to
The Baltimore/Washington Pkwy) | Relieve congestion and
improve safety. |
| 9. | US 50, John Hanson Highway
(MD 704 to MD 197)
New Interchange | Relieve congestion and
improve safety on MD 197
and MD 450. |
| 10. | MD 458 Silver Hill Road
(MD 5 to Walker Mill Road) | Improve safety and provide
streetscaping for community
revitalization. |
| 11. | US 1, Rhode Island Avenue/
Baltimore Avenue
(N. Brentwood to College Avenue) | Improve safety and provide
streetscaping for
community revitalization. |
| 12. | US 301/MD 5 (TB-Charles Co. Line) | Relieve congestion and
provide an alternative to
by-pass/tollway. |
| 13. | MD 202/US 301/MD 4/MD 725
New Interchange, Geometric
Roadway Reconstruction Upgrades | Relieve congestion,
improve safety in Upper
Marlboro area by realigning
MD 202 at US 301 and MD 4
or raising MD 725 out of
floodplain. |

C. Gateway Beautification Projects	Comments
1. US 50 (South Dakota Avenue/ MD 201 area) Beautification, landscaping, and SWM improvements	Improve aesthetics, and environmental benefits at this vital entrance to the County.
2. MD 210, Indian Head Highway (DC Line area) Beautification, streetscaping, SWM improvements	Improve aesthetics, street lighting, SWM, sidewalk, and bicycle facilities to enhance public, motorized and non-motorized transportation safety.
3. MD 214, East Capitol Street (DC Line area) SWM improvements, streetscaping, beautification	Improve aesthetics, street lighting, SWM, sidewalk and bicycle facilities to enhance public, motorized and non-motorized transportation safety.
4. MD 218, Suitland Road (DC Line area) Beautification, streetscaping SWM improvements	Improve aesthetics, street lighting, SWM, sidewalk, and bicycle facilities to enhance public, motorized and non-motorized transportation safety.
5. MD 4 (DC line area) Beautification, streetscaping, SWM improvements	Improve aesthetics, street lighting, SWM, sidewalk and bicycle facilities to enhance public, motorized and non-motorized transportation safety.
6. I-295 (DC line area) Beautification, streetscaping, SWM improvements	Improve aesthetics, street lighting, SWM, sidewalk and bicycle facilities to enhance public, motorized and non-motorized transportation safety.
7. MD 332, Old Central Ave. (D.C. Line area) Beautification, streetscaping, SWM improvements	Improve aesthetics, street lighting, SWM, sidewalk, and bicycle facilities to enhance public, motorized and non-motorized transportation safety.
8. Alt US 1, Bladensburg Road (DC Line area) Beautification, streetscaping, SWM improvements	Improve aesthetics, street lighting, SWM, sidewalk, and bicycle facilities to enhance public, motorized and non-motorized transportation safety.

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| 9. MD 212, Riggs Road
(DC Line area)
Beautification, streetscaping,
SWM improvements | Improve aesthetics, street lighting, SWM, sidewalk, and bicycle facilities to enhance public, motorized and non-motorized transportation safety. |
| 10. US 1, Rhode Island Avenue
(DC Line area)
Beautification, streetscaping,
SWM improvements and bicycle facilities | Improve aesthetics, street lighting, SWM, sidewalk, and bicycle facilities to enhance public, motorized and non-motorized transportation safety. |
| 11. MD 650, New Hampshire Avenue
(DC Line to Ray Road/Poplar Ave)
Beautification, streetscaping,
SWM improvements | Improve aesthetics, street lighting, SWM, sidewalk, and bicycle facilities to enhance public, motorized and non-motorized transportation safety. |
| 12. MD 500, Queens Chapel Road
(DC Line area)
Beautification, streetscaping,
SWM improvements | Improve aesthetics, street lighting, SWM, sidewalk, and bicycle facilities to enhance public, motorized and non-motorized transportation safety. |

D. System Preservation Construction Priorities

Comments

- | | |
|--|--|
| 1. US 50
(MD 410 to South Dakota Avenue)
Interchange and Corridor Improvements | Relieve flooding, congestion, and improve safety on these key inter-state links. |
| 2. MD 500, Queens Chapel Road
(DC line to MD 208) | Improve pedestrian and vehicular safety |
| 3. MD 704, Martin Luther King Hwy
(Hill Road to MD 450) | Improve pedestrian and vehicular safety |
| 4. MD 458, Silver Hill Road
(MD 4 to MD 5) | Improve pedestrian and vehicular safety |
| 5. US 1 Alternate, Bladensburg Road
(38 th Avenue to Anacostia River) | Improve pedestrian and vehicular safety |
| 6. MD 193, University Blvd.
(Mont. Co. to Adelphi Road) | Improve pedestrian and vehicular safety |
| 7. MD 193, Greenbelt Road
(US 1 to Soil Conservation Road) | Improve pedestrian and vehicular safety |

- | | | |
|-----|---|---|
| 8. | MD 197, Laurel Bowie Road
(MD 450 to Rustic Hill Drive) | Improve pedestrian and
vehicular safety |
| 9. | MD 210, Indian Head Highway
(District Line to Livingston Road) | Improve pedestrian and
vehicle safety (underway
between DC Line to I-495) |
| 10. | MD 459, Tuxedo Road
(MD 201 to US 50) | Improve pedestrian and
vehicular safety |
| 11. | MD 564, Lanham-Severn Road
(I-95/495 to 96 th Avenue) | Improve pedestrian and
vehicular safety |
| 12. | MD 223, Woodyard Road
(MD 5 to Pine View Lane) | Improve capacity and
vehicular and pedestrian
safety |
| 13. | US 1, Baltimore Avenue
(Prince George's Avenue to
Ammendale Road) | Improve safety and
relieve congestion |
| 14. | MD 373, Accokeek Road
(Gardner Road to MD 210) | Improve vehicular safety
by adding shoulders |
| 15. | MD 201, Edmonston Road
(Cherrywood Lane to
Sunnyside Avenue) | Improve vehicular safety
and relieve congestion |

E. Safety Improvements**Need**

- | | | |
|----|------------------------------|---|
| 1. | MD 704 at Hill Road | Improve intersection safety
and capacity |
| 2. | MD 210 at Old Fort Road | Improve intersection safety
and capacity |
| 3. | MD 223 at Steed Road | Improve intersection safety
and capacity |
| 4. | US 1 at Muirkirk Meadows Dr. | Improve intersection safety
and capacity |

F. Trail/Bikeway Priorities

On-Road Trails:

1. Potomac Heritage Trail On-road Bicycle Route
2. MD 704
(MD 450 to District Line)
3. MD 193
(Montgomery County Line to MD 564)
4. Oxon Hill Road
(MD 210 to Livingston Road)
5. US 1 in College Park
(Sunnyside Avenue to Albion Road)
6. Suitland Parkway Trail
(District Line to Branch Avenue Metrorail Station)
7. MD 223 (MD 4 to Livingston Road)
8. MD 450 (Greenwood Lane to New Carrollton Metrorail Station)
9. MD 450 Restriping for Designated Bike Lanes (just west of MD 410 to the Baltimore-Washington Parkway)
10. Bowie Heritage Trail

Park Trails:

1. Rhode Island Avenue Trolley Trail
(Armentrout Drive to Hamilton Street)
2. Henson Creek Trail Extension
(Temple Hill Road to Suitland Parkway)
3. Little Paint Branch Trail Extension
(Cherry Hill Road to Sellman Road)
4. WB&A Trail Extension (into Anne Arundel County)
5. Prince George's Connector Trail
(Chillum Road to the District Line)
6. Folly Branch Trail
(Forbes Boulevard to Sunflower Terrace)
7. Piscataway Creek Trail (Southern Avenue to Naylor Road)
8. Oxon Run Trail (Southern Avenue to Naylor Road)
9. Bowie Heritage Trail

PRINCE GEORGE'S COUNTY COUNCIL

AGENDA ITEM SUMMARY

2012 Legislative Session

Meeting Date: 1/29/2013

Reference No.: 3 (c)

Draft No.: 1

Proposer(s): County Executive

Sponsor(s):

Item Title:

Proposed letter to Mr. Darrell B. Mobley, Acting Secretary, Maryland
Department of Transportation transmitting the proposed 2013 Priority Projects
List for the FY 2013-2018 State Consolidated Transportation Program (CTP).

Drafter:

**Resource
Personnel:**

LEGISLATIVE HISTORY:

Date Presented: __/__/__

Executive Action: __/__/__

Committee Referral: 1/29/2013 C.O.W.

Effective Date: __/__/__

Committee Action: 1/29/2013 FAV

Date Introduced: __/__/__

Public Hearing: __/__/__ :__ __

Council Action: 1/29/2013 CHAIR AUTHORIZED TO SIGN

Council Votes: AH:A, WC:A, DLD:A, MRF:A, ML:A, EO:A, OP:A, KT:A, IT:A

Pass/Fail: P

Remarks: _____

AFFECTED CODE SECTIONS:

BACKGROUND INFORMATION/FISCAL IMPACT:

(Includes reason for proposal, as well as any unique statutory requirements)

CODE INDEX TOPICS:

INCLUSION FILES/ZONING FIGURES:
